



MEETING SUMMARY



I-94 North South Corridor Technical Advisory Committee - SE Freeways

DATE: May 3, 2006

FROM: Sue Dornbach

ATTENDEES:

Bob Gutierrez/WisDOT	George Melcher/Kenosha County
Mark Klipstein/WisDOT	Bill Morris/Town of Somers
Adrian Lopez/WisDOT	Carol Flischer/Town of Somers
Carrie Cooper/WisDOT	Jean Werbie/Village of Pleasant Prairie
John Shaw/WisDOT	Mike Pollocoff/Village of Pleasant Prairie
Mike Paddock/MTP	Jeff Katz/Racine County
Brian Swenson/MTP	Mike Lemens/City of Kenosha
Charlie Webb/MTP	Jeff Katz/Racine County
Tom Pettit/MTP	Jeff Polenske/City of Milwaukee
Randy Kerkman/Town of Bristol	Mathew Sullivan/City of Oak Creek
Gary Sipsma/Kenosha County	Ken Yunker/SEWRPC
Andy Buehler/Kenosha County	Bill Poston Sr. Earth Tech
Larry Brumback/Kenosha County	Sue Dornbach/MTP
Fred Patrie/Kenosha County	

The Technical Advisory Committee (TAC) SE Freeways meeting was held on May 3rd at 9:00 am in the Lakeview Studio Room at the Lakeview RecPlex in Pleasant Prairie.

1. Welcome and introductions

Bob Gutierrez welcomed the group and introductions were made.

2. Construction Staging Status

Workshop Approach

Mark Klipstein updated the committee on the I-94 Construction Staging Workshop that was held on April 25th through April 27th at the DOT Barstow office. The workshop was facilitated by the National Constructors Group (NCG).

The first day was broken into 4 breakout groups to discuss topics such as traffic etc. The second day the 4 groups were brought together into 2 groups to come up with a construction staging plan. The 2 plans were very similar.

The goal of the 2 ½ day workshop was for (NCG) to create a report analyzing various construction staging concepts for the corridor, and come up with the best way to build the corridor.

Preliminary Results

We have received NCG's report recommendation and will be giving our comments to NCG later on today.

We plan to start work in Kenosha in 2009, and in Racine in 2011. The Milwaukee area work will start in 2013 and go through 2016.

2. Frontage Road Ownership

Bob Gutierrez stated that Donna Brown put together a group to discuss the frontage roads and policies. They looked at different scenarios and whether the DOT will keep the frontage roads or not. The frontage roads could be used for traffic mitigation or construction staging. There was also a discussion on future funding for maintenance. We are working with developers on the frontage road issues.

3. I-94 Purpose and Need Discussion

Below is a list of the exhibits displayed and discussed at the meeting:

1. SEWRPC Transit Recommendations including KRM info
2. Interstate Map showing limits of I 94 and I 43 (average trip of greater than 80 miles)
3. Existing & 2035 ADT - LOS 2035 – MKE, Racine and Kenosha Counties
4. Existing & 2035 AM Peak LOS – MKE County
5. Existing & 2035 PM Peak LOS – MKE County
6. Basic Pavement Components
7. Pavement Resurfacings – MKE, Racine and Kenosha Counties
8. Pavement Condition drawing showing shorter lengths between resurfacing
9. Safety – Crash rates – MKE County
10. Safety – Crash rates – Southern MKE Co., Racine and Kenosha Counties
11. Mitchell Interchange Area Substandard Features
12. Problems with Existing Freeway
13. Limited Reconfiguration Alternative – “Hot Spots” with fixes (2)
14. Modernization Alternatives (2)
15. Modernization Alternatives with capacity expansion (2)

Transit/Traffic

Per SEWRPC's report, the projected transit usage is anticipated to grow. There will continue to be high volumes of traffic on the freeway even as transit grows through 2035.

Location Map

The Project Location map identifies the I-94 Corridor and shows the interstate highway with a cross-country view for perspective and use.

Level of Service

There are 3 Level of Service exhibits showing the existing and 2035 traffic for the entire corridor, the Mitchell Interchange, and the Airport Spur to Ryan Road areas.

Pavement Age

The Basic Pavement exhibit shows the components of the pavement and its deterioration. The Pavement Age exhibit displays the years and areas where the resurfacing has taken place. The Pavement Life exhibit indicates the life of the pavement decreases with every overlay. The corridor has basically had 3 to 4 overlays. It is now time to fix it long term - up to 75 years.

Traffic

John Shaw gave a traffic simulation presentation using Paramic's software. The traffic simulation model showed the insights on how the freeway is presently functioning and will function in 2035.

Presently

- 27th Street 7-8:00 am shows intermittent congestion
- Layton to the Airport Spur shows weaving
- NB into the AM peak hours shows heavy traffic to the Mitchell Interchange
- SB PM peak hours from 4-5:00 pm at the Howard Interchange shows intermittent traffic through the Plainfield curve
- The 27th Street exit shows traffic weaving from the south to west

In 2035

- 27th Street AM peak hour traffic EB into the Mitchell Interchange is much heavier and blocks back to 60th Street
- Layton Avenue to the Airport Spur gets much more congested
- NB into the Mitchell Interchange indicates that traffic is blocked back to Ryan Road
- From Howard SB in the PM peak hours shows blocked traffic further back to the North

Crash Rates

Brian Swenson discussed the two crash rate exhibits. The crash rates are a concern and are compared against the urban crash rates. There are a lot of crashes in the Mitchell Interchange.

Ken Yunker suggested we have an exhibit that shows a relationship of crashes due to congestion even in areas that are not currently congested.

4. Milwaukee County PIM Concepts

Mitchell Interchange Area Substandard Features

Mike Paddock went over the Mitchell Interchange exhibits which included:

- Spot Improvements Concept – basically a replace-in-kind
- Modernization or a Safety and Geometric Improvements Concept – improve on safety impacts with no expansion
- Safety and Geometric Improvements with expansion Concept

Bob Gutierrez explained that we do not have handouts of the exhibits because they are still in draft form for this committee's input today. Brian Swenson stated that if any of the committee members wish to meet with the I-94 Team we would be happy to discuss any of the exhibits with you prior to the PIM's.

Bob stated that we are using the term concepts instead of alternatives because we are only in the stage of looking at the public comments and doing conceptual plans at this time. Alternatives will be developed later on.

Question and Answer

Fred Patrie asked if 894 would be expanded to 5 lanes. Ken Yunker stated we could add a lane but it would take 35 homes. A fifth lane would increase the real estate impacts dramatically.

5. Update on Racine/Kenosha Counties

Frontage Road Locations

Mark Klipstein said the functional plans are complete and we showed the public the functional plans at our workshops in January and February. Since the workshops, we have been collecting survey data, wetland location information etc. There have not been many changes to the functional plan decisions since the workshops.

The Team will have 2-3 Project Managers to discuss the Racine/Kenosha functional plans at the upcoming PIM's. An exhibit of the mainline, in Racine and Kenosha Counties will be prepared, showing deficiencies and public comments received.

We will be further along with the plans for our next set of PIM's, which will be scheduled in late November.

Adrian Lopez discussed the conceptual typical sections, which included an urban typical with 8 lanes which would cover most areas within the ROW. We will acquire real estate, however, we will attempt to minimize any acquisitions.

The Department's goal is to maintain the frontage roads in place, between interchanges where they will be separated from the entrance/exit ramps. We need to make a decision on barrier or retaining walls, for the mainline, in this area. The mainline profile will remain the same or be a little bit higher. There are deficiencies with vertical clearance on the mainline.

Question and Answer

What happens when an additional lane is added? Drainage is being looked at on a corridor-wide perspective basis and is not being done just in spot locations.

Would you have a plan view for us to place into our community land plan, i.e. 75-year perspective? Not at this time. We are trying to stay within the ROW from the 1996 EA. There is a need to build in capacity for the crossroads and we are working with future development issues.

A statement was made that what is happening outside of the ROW will significantly affect what will be in the ROW in the future development. You can't go by the 1996 EA plan. Mark Klipstein stated that the structures on the crossroads would be designed for future growth.

Charlie Webb stated a re-evaluation of the 1996 EA Study will be done. We need to see if the impacts are the same or not. We will be looking at each intersection and how it may change to get the EA re-evaluation approved. The 1996 EA did not assess the impacts with mainline improvement. We will be taking that into consideration and making changes to the functional plans in Racine and Kenosha for any updated land use and TIP Districts.

Brian Swenson suggested that we might want to conduct workshops with Racine and Kenosha county staff to discuss this information.

6. Open Discussion

Tollway

Mark Klipstein said that we need to clarify with Illinois Tollway Commission what their plans are.

Racine/Kenosha first?

Why is the DOT doing Racine and Kenosha first? We are doing them first because they are further along and we have the functional plans done. The pavement life is also worse in that area.

We will display the areas that we have been asked to take a closer look at using the public and agency comments from the workshops in January or February at the Racine and Kenosha PIM's .

Project Advisory Committee

Brian Swenson informed the group that we will be putting together a Community Advisory Group which will be made up of community members or stakeholders (not agency members) for feedback on the corridor. The group will consist of a total of 25 to 30 people. They will represent the corridor area and provide perspectives from their adjacent communities. The

group will be used as a sounding board and a focus group. Brian asked the TAC Committee for names of people they think might be an asset for this Advisory Committee. Please let Mark Klipstein, Mike Paddock or Brian Swenson know if you know of anyone.

Brian stated that three Outreach leads would soon be under contract. Kim Haas, Nancy Hernandez and Martha Love for the Milwaukee area. Scott Terry and Wally Rendon for the Racine area. The Kenosha area Outreach sub has yet to be identified.

Exhibit discussion

The meeting broke up to discuss the exhibits with individuals.

8. Next Meeting

The next meeting is to be determined and will be scheduled in late October and will be held in the Racine area.

Attendance list from the May 3, 2006 meeting:

